No. 242.

HONOLULU, H. I., FRIDAY, NOVEMBER 10, 1882.

SUBSCRIPTION 50 CENTS PER MONTH.

THE DAILY BULLETIN Is published every morning by the

DAILY BULLETIN PUBLISHING CO., and circulated throughout the town, and forwarded to the other Islands by every opportunity.

Subscription, 50 cts. per month. G. CARSON KENTON, . All business communications to be addressed, Manager Daily Bulletin, Post Office Box No. 14. Telephone 256. J. G. Clevior, Manager.

A CURIOUS DEVICE. A correspondent of the New York Herald at Boston says: There have been a series of interesting experiments going on here with the recently invented ship brake, which is likely to greatly decrease the dangers of sea travel, and, with modifications, may probable be made of service in crafts of all dimensions The purpose of the brake is to prevent collisions and suddenly retard the passage of a steamer toward any point of peril. The number of disasters that have occurred in the past few years and have been due to such causes led the inventor to spend a considerable period in devising and perfecting his apparatus. Its availability for the object it is proposed to serve has now been fully tested, and gentlemen, who can speak authoritatively about marine affairs believe that it will be a most useful and valuable aquisition to the equipment of seagoing vessels. The principle of the invention is so simple that those who saw its workings yesterday were surprised that it had not been thought of and applied before the present inventor and machinist brought it to public notice. Mr. John Adams is the patentee, and for the past two years has worked diligently, day after day, to bring it to perfection. The idea was conveyed to him through hearing the recounting of the Stonington and Narragansett collision on the Sound, one of his nieces having been a passenger. To his mind it seemed as practical to stop a steamer suddenly, going at a full rate of speed, as to stop a train of cars on a railway train with the air or hand brake. He took for his model a fish, calling the body of the natatorial species his vessel and its "fins" his brake. Why could not a vessel be guided by fins similarly placed on its body as the fish that plied through the waters? With this idea in mind he worked and experimented first with a rowboat, then with a raft and finaly with a small steam-launch, the result of which exceeded his expectations. It was no longer an experiment to his mind, but a success, and only needed an opportunity to bring his invention before the world for a public test. This he did recently, and the result was most gratifying to this inventive genius, who has toiled so unceasingly to display his ideas to advantage. For the purpose a medium-sized side-wheel excursion steamer was used, which makes daily trips between City Points (South Boston) and Long Island. The vessel had been fitted with the apparatus for some time and everytheing got in readness to display its workings yesterday. A number of gentlemen interested in such matters were present, together with several newspaper representatives from different part of the country. At nine o'clock the signal to start was given and away went the vessel past Fort in dependence and out into the middle of the habor. Just then the pilot blew a whistle of waring to notify those aboard that he was about to test the faith of the invention, and in another moment there was the slightest perceptible lurch and the vessel stood almost still. By actual measurement the steamer had not drifted over ten feet before the engineer was enabled to reverse his engine and change the direction of the vessel. The engine on the steamer was of sixty-horse power and the vessel was going at the rate of twelve miles an hour at the time,

which is the limit of her speed. She was put about again and the experiment repeated with greater success,

the steamer not going over ten feet

(Continued on page 4.)

B. F. EHLERS & Co.,

DRY GOODS IMPORTERS.

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DELICHTFUL NEWS!

--- TO THE ----

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DURING my absence from this King-dom, Mr. Thomas TANATT will act for me under a full Power of Attor-ncy. D. W. CLARK.

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CHAS. B. WILSON, Superintendent Water Works.
Approved: JNo. E. Busu,
Minister of Interior.
Honolulu, Oct. 24, 1882.

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DR. G. TROUSSEAU begs to notify his friends that he has resumed practice in Honolulu. Residence and consulting rooms, No. 73 Punchbowl st, opposite the makai gate of the Queen's Hospital. Consulting hours from 9 a.m to 12. Telephone No. 193.

DR. EMERSON, residence and con-sultation rooms at No. 2 Kukui st., corner of Fort.

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